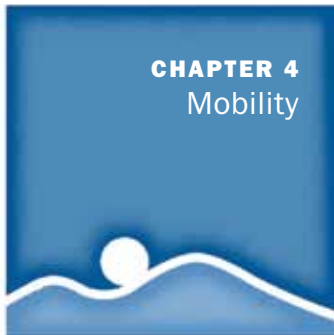


CHAPTER 4

Mobility



Mountain View’s mobility needs are fulfilled by a range of travel modes –including driving, walking, bicycling and public transit. Streets, side-walks and trails serve a variety of social, recreational, ecological and accessibility goals. This Mobility Element reinforces the City’s significant long-term strategy to improve access for all means of travel and streets designed for all users.

Citywide mobility is essential to Mountain View’s economy, health, community life and long-term sustainability. The vision for community mobility includes an increasingly important focus on walking, bicycling and public transit. These travel modes reduce greenhouse gas emissions and improve Mountain View’s overall health, wellness and livability.

The Element begins with a Context section, followed by a Street Types section (page 105) that illustrates how Mountain View’s streets can accommodate different travel priorities based on location, function and context. Then, a Looking Forward section (page 109) highlights opportunities, challenges and key strategies. The final section outlines the specific goals and policies for each topic area (page 110).

Context

Mountain View has a diverse and high-quality transportation system that connects to the region and the rest of the city through a network of roads, transit routes and paths for bicycles and pedestrians. The community highly values walking, bicycling and transit even though they represent a small portion of overall travel (Figure 4.1).

The General Plan’s mobility goals and policies respond to current conditions and direct change. They reflect the community’s desire to

enhance its long-standing strategy of supporting alternative ways of travel and transit-oriented development. This section provides an overview of conditions and highlights several mobility-related concepts.

The Context section is organized according to these topics:

- Citywide Land Use and Access to Services (page 96)
- Complete Streets (page 96)
- Accessibility (page 97)
- Walkability (page 98)
- Bikeability (page 98)
- Transit (page 100)
- Safe Routes to Schools (page 102)
- Performance Measurement (page 102)
- Vehicle Parking (page 103)
- Greenhouse Gas Emissions and Air Quality (page 103)
- Vehicles and Roadway System Efficiency (page 103)
- Maintenance (page 105)

Citywide Land Use and Access to Services

Land use, community design and transportation are closely related. It is important to manage these resources to create a compact and well-distributed mix of residential and commercial land uses. This mix makes it easier to walk, bicycle and use transit services because everyday destinations are closer together. These transportation options limit driving and reduce greenhouse gas emissions.

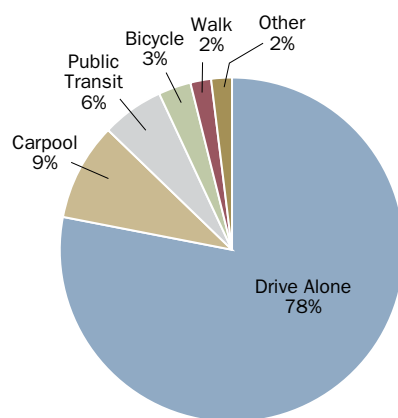
Mountain View already has many well-connected, walkable and bikeable neighborhoods. Downtown is also a major public transportation hub. However, there are some areas where mobility can be improved, including transit services between Downtown and major employment areas such as North Bayshore. Connectivity also needs to be improved between neighborhoods along and across El Camino Real and other major streets.

Goals and policies are identified at the end of this Element for each of the topics covered in this section. Mobility goals and policies for change areas and related land use goals and policies are in the Land Use and Design Element.

Complete Streets

The California Complete Streets Act of 2008, also known as Assembly Bill 1358, requires cities to include “complete streets” policies in their general plans. Complete streets make travel safe for all users, including bicyclists, pedestrians, motorists, transit vehicles and riders and people of all ages and abilities. Strategies can apply to new streets or to the redesign of existing streets such as El Camino Real or streets within North Bayshore,

Figure 4.1: Travel To Work, 2005–2009



Source: American Community Survey, 2005-2009



East Whisman or other change areas. This state requirement dovetails with Mountain View's values for improved connectivity and a more balanced transportation network designed to accommodate all ways of travel.

Complete streets concepts are increasingly being carried out in Mountain View. In recent years, the City has expanded bicycle facilities, created pedestrian-friendly streets in neighborhoods and Downtown, built enhanced or grade-separated pedestrian and bicycle connections across busy arterial streets and highways, and maintained and improved vehicle facilities. The City has collaborated with transit providers to improve rights-of-way for transit and pedestrian access to stations. It has also collaborated on regional planning efforts such as the Grand Boulevard Initiative.

Accessibility

The concept of universal accessibility goes hand in hand with complete streets, and focuses on providing access for all users, regardless of age or ability. The federal Americans with Disabilities Act mandates many components of public and private universal accessibility.

Universal accessibility and mobility apply to a wide variety of projects and processes, including design of sidewalks and other public rights-of-way, transportation policy, design review of private development projects and coordination of services with transit agencies.

The Valley Transportation Authority's (VTA) paratransit service and complementary strategies promote safe walking and access to transit services. They improve everyone's mobility—

*A street network
designed for all
travel modes*

particularly the young, the elderly, those with disabilities and those who do not drive.

Walkability

A neighborhood is walkable when people can travel comfortably and safely on foot to many destinations. Convenient walking distance is a half-mile to a mile, a walk that would take 10 to 15 minutes. Mountain View has many walkable neighborhoods, but the pedestrian environment varies substantially across the city. Downtown is walkable because of its small blocks, pedestrian-friendly sidewalks, nearby services and destinations and access to transit services. In North Bayshore, though, many streets lack continuous sidewalks, feature long blocks that can be difficult to cross, lack nearby stores or services and have limited alternatives to driving a car.

In recent years, the City has made many pedestrian improvements. These include reducing vehicle speed along several streets and creating better

connections to transit stations. The City's Pedestrian Master Plan will further improve the pedestrian environment throughout Mountain View by identifying key obstacles and opportunities for improvements.

Bikeability

A city is bikeable when people can ride their bicycles safely and easily to many places. Bicycling works especially well in Mountain View, where many trips might be too far to walk, the terrain is relatively flat and there are many quiet neighborhood streets and other high-quality bicycle routes. Key attributes of bikeable cities include a well-connected bicycle network with paths, lanes and streets serving a range of bicycling abilities, as well as parking, locker rooms and other facilities at the end of the trip.

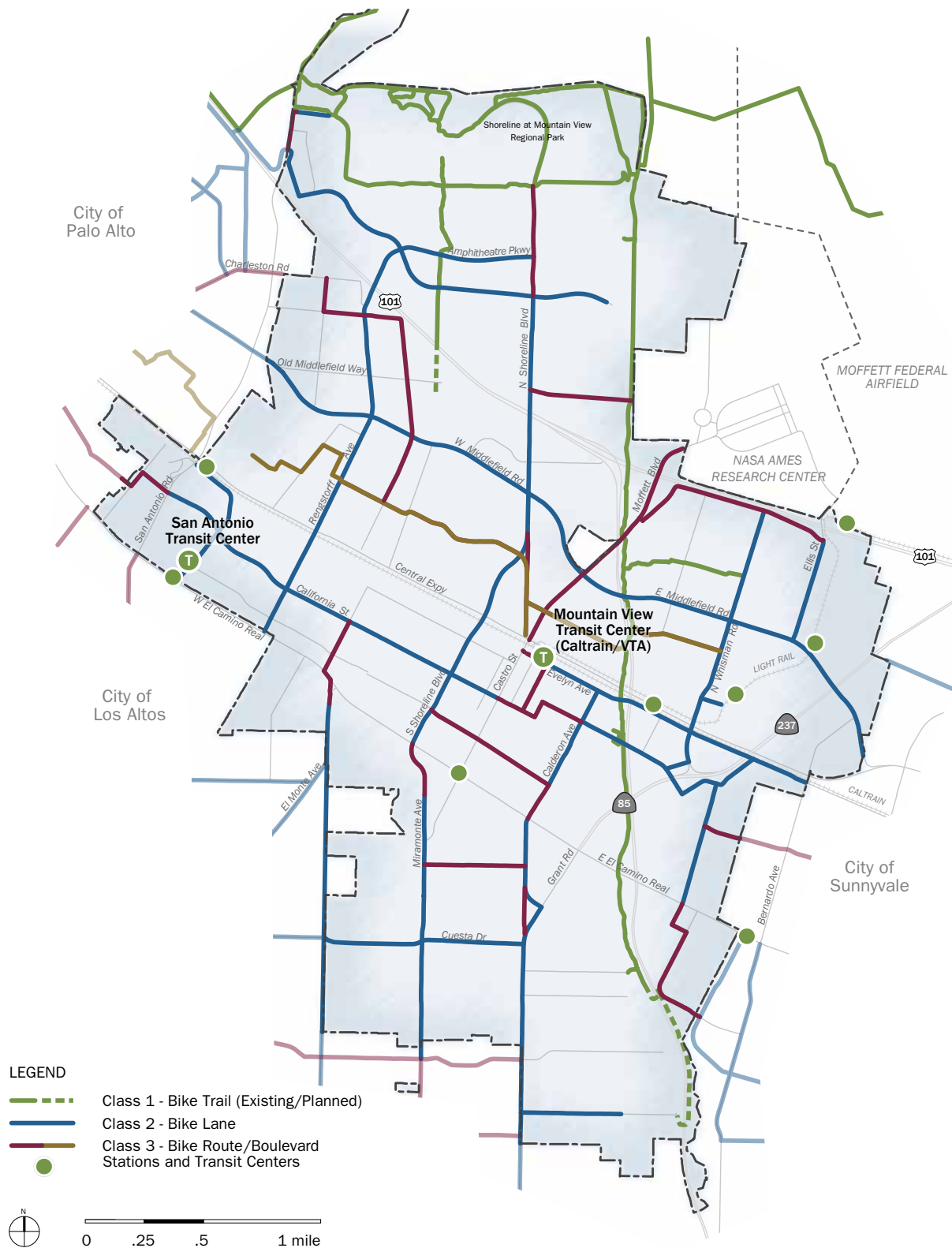
The City has many bicycle facilities, and has recently used demonstration projects such as the Mayfield-Whisman Bicycle Boulevard to improve bicycle mobility (Figure 4.2). The City will

What Makes a “Walkable” Community?



A walkable community has a range of features including wide sidewalks and paths. It has a mix of homes, jobs, retail goods and services and open spaces within walking distance to each other. Sites, buildings and streets are designed to be attractive to pedestrians, and people can get to transit easily. A walkable city can also have a unique sense of place and community identity, which is strengthened as people meet and socialize along streets. Guidance on improving Mountain View's pedestrian environment is in the Form and Character section of the Land Use and Design Element.

Figure 4.2: Bicycle Network



Source: City of Mountain View, County of Santa Clara, 2011

The Bicycle Network

The City's bicycle network consists of four different types of bikeway facilities:



Bike Paths (Class I) – A completely separate right-of-way for the exclusive use of bicyclists and pedestrians with minimal roadway crossings. They are especially suitable for younger or less experienced riders. Examples include the Stevens Creek Trail, Permanente Creek Trail and Hetch Hetchy Trail.



Bike Lanes (Class II) – A striped lane on a street with signs for one-way, bicycle-only travel. Bike lanes are the most common type of bikeway in the city. Examples include sections of Middlefield Road, Evelyn Avenue and Grant Road.



Bike Routes (Class IIIa) – Neighborhood or low-speed streets where the travel lane is wide enough and there is limited traffic to allow both bicyclists and cars. Examples include La Avenida Street and Calderon Avenue.



Bike Boulevards (Class IIIb) – Modified bike routes offering especially convenient and efficient through-routes for bicyclists of all skill levels. Examples include the Mayfield-Whisman Bicycle Boulevard and a connection between Downtown and the Sylvan and Dale/Heatherstone areas.

regularly update its Bicycle Transportation Plan to include recommended improvements and best practices over time. Planning and carrying out bicycle improvements comprehensively will be important in enhancing bicycle use for commuting and for fun and exercise.

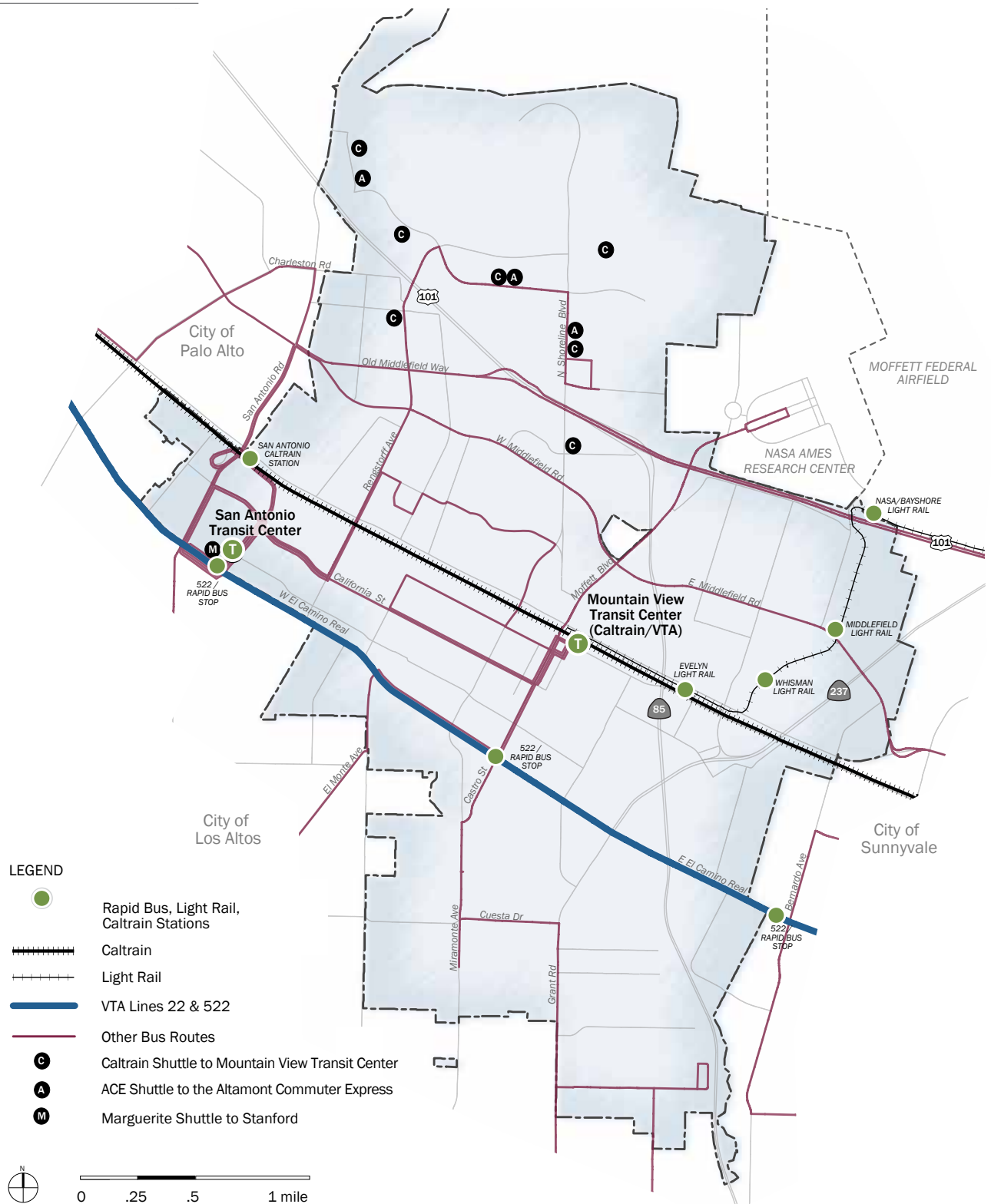
Transit

Transit, an essential part of Mountain View's multi-modal transportation system, offers local and regional connections for the city's residents and workers. Efficient and affordable transit is important in reducing drive-alone

trips and greenhouse gas emissions. Mountain View has a long-standing land use and transportation strategy of clustering housing and jobs near public transit as well as planned efforts to improve transit service to important but underserved areas such as North Bayshore.

Mountain View's transit use is higher than Santa Clara County as a whole, but comparable to state and national averages (Table 4.1). The Downtown Mountain View Transit Center is an important regional transit facility that connects commuter rail operated by

Figure 4.3: Transit Network



Sources: City of Mountain View, County of Santa Clara, Valley Transportation Authority, Joint Powers Board, 2011

Caltrain, light rail and bus service operated by VTA, and shuttles operated by private employers and the Joint Powers Board (JPB), Caltrain’s governing body. The rail corridor may also include future California High-Speed Rail service. Transit services are provided throughout the city, including light rail service to East Whisman and frequent bus service along El Camino Real, although some areas are better served than others (Figure 4.3).

The General Plan continues efforts to support transit services to meet the needs of the community and carry out an important component of Mountain View’s long-term sustainable planning strategy.

Table 4.1 Transit Use, 2005-2009	
Percent of all workers that use public transit to get to work	
Mountain View	5.8%
Santa Clara County	3.4%
California	5.1%
United States	5.0%
Source: American Community Survey, 2005-2009	

Safe Routes to Schools

Safe routes to schools focus on creating safe pedestrian and bicycling routes for schoolchildren through outreach and education and eliminating barriers. These improve community health by promoting physical activity, keeping children safe, enhancing air quality and reducing greenhouse gas emissions. Safe routes to school efforts contribute to a more livable and neighborly city and reduce traffic during school pick-up and drop-off hours.

Many of Mountain View’s schools are in residential neighborhoods, allowing students of all ages to regularly walk or bicycle to school. However, many students arrive by car, so congestion around schools during pick-up and drop-off hours is common. The City supports safe routes to school through capital improvement projects and advances bicycle and pedestrian education programs at public and private schools through grant programs and in cooperation with the schools.

Performance Measurement

A critical function of this Element is to establish the City’s strategy for monitoring and measuring how well it carries out transportation goals and policies. Measuring progress relies on a set of indicators or targets to gauge progress toward improving conditions for all travel modes.

Like many cities, Mountain View has traditionally relied on peak-hour vehicle Level of Service (LOS) at intersections as the measure of transportation system performance. LOS standards evaluate streets and intersections based on how a driver experiences traffic. This ranges from free-flow, the most favorable condition, to congested with delays, the least favorable condition. Unfavorable LOS conditions have historically led cities to improve traffic by widening streets to increase their vehicle capacity. Unfavorable LOS conditions can also support improvements for alternative ways of travel, as illustrated by the 1992 General Plan standards, which allow a lower LOS for Downtown intersections and in the San Antonio area to support walkability and to reflect community priorities such as commercial vitality.

This General Plan presents a strategy to measure multi-modal system performance to consider new mobility priorities, and to more effectively balance the needs of all travel modes. New indicators could include shifts from drive-alone trips to other travel modes, lower LOS thresholds at locations beyond Downtown and San Antonio and per-capita measurements of greenhouse gas emissions and vehicle miles traveled. Performance could also be measured by carrying out improvement projects identified in master plans such as the Bicycle Transportation Plan or Pedestrian Master Plan.

New performance measures will consider a balanced range of solutions to unfavorable conditions, instead of focusing solely on vehicular-carrying capacity. Solutions could include pedestrian and bicycle improvements, traffic calming, public transit service enhancements and transportation demand management (TDM).

This forward-thinking strategy will yield a better understanding of the quality of the city's multi-modal transportation facilities and the ways to improve overall system performance.

Vehicle Parking

Parking is an important consideration for development, because of the space it takes up, its importance to drivers and its ability to affect travel behavior. The City's long-term approach is to pursue innovative strategies to provide efficient and adequate parking, reduce parking requirements when appropriate and to consider parking pricing to support alternative travel modes.

The City has several unique Downtown parking management strategies.

The public parking system, including on-street parking and off-street lots and garages, prioritizes short-term visitor parking over long-term commuter and employee parking. The Downtown Precise Plan reduces requirements for off-street parking in development projects near transit. These Downtown strategies show how citywide practices can better reflect parking demand to support alternative travel.

Greenhouse Gas Emissions and Air Quality

Climate change is a significant issue in Mountain View, the San Francisco Bay Area, California, the United States and the world. Transportation accounts for more than half of emissions citywide; it is the largest contributor to greenhouse gas. Drive-alone trips are the biggest contributor in generating emissions and pollution per mile than other ways of travel. This means mobility policies are critical to Mountain View's long-term ability to meet its targets for greenhouse gas emission reductions and broader sustainability goals such as promoting alternative-fuel and low-emission vehicles, reducing trip demand and increasing walking, bicycling, carpooling and transit use.

The Infrastructure and Conservation Element and the City's accompanying Greenhouse Gas Reduction Program (GGRP) include more background information on climate change, greenhouse gas emissions and related state laws.

Vehicles and Roadway System Efficiency

Private and commercial vehicles are a large part of the multi-modal transportation system. As of 2011, Mountain View's roadway system generally func-

What are TSM and TDM?

The terms Transportation Systems Management (TSM) and Transportation Demand Management (TDM) are often used to describe a mix of strategies that keep the effects of transportation, fuel consumption and emissions to a minimum.

TSM strategies generally aim to improve traffic conditions and reduce cut-through traffic in neighborhoods through strategic right-of-way improvements and operational efficiencies such as intelligent transportation systems and signal-timing optimization.

TDM strategies are designed to reduce vehicle trips and parking demand by offering incentives for using other ways to travel. Multi-modal transportation infrastructure supports successful TDM implementation. Transportation Management Associations (TMA) will allow employers, developers and property owners to collaboratively and efficiently provide alternative transportation options in key areas of the city.

These strategies work together to align transportation system performance with greenhouse gas reduction strategies and can include a wide variety of measures such as:

- *Neighborhood/Site Design* – Bicycle and pedestrian network improvements, car-sharing programs, traffic calming and site design to support alternative travel modes.
- *Parking Policies* – Parking supply limits, unbundled parking and public parking pricing.
- *Transit System Improvements* – Network expansion, service frequency and speed and transit access improvements.
- *Commute Trip Reduction Programs* – Transit fare subsidies, employee parking cash-outs, alternative work schedules, workplace parking pricing, shuttles or employer-sponsored vanpools.
- *Improved Traffic Flow* – Signal timing optimization and right-of-way improvements.

tions well, with some localized areas of congestion. For example, the regional freeway and expressway system is often congested during peak commute hours, including local interchanges that can worsen traffic on local arterials. There are also at-grade rail crossings at Rengstorff Avenue and Castro Street that have received safety improvements but remain challenging for safe and convenient access for other travel modes.

The City intends to manage its roadway system to make efficient use of existing

infrastructure and make targeted improvements when necessary. In general, the City does not intend to widen streets or add traffic lanes as a means of improving traffic congestion. Targeted improvements may at times require additional right-of-way acquisition, particularly at intersections. However, the City will concentrate on strategies that manage roadway demand such as complete streets policies, transit-oriented development and TDM programs. This focus aligns with the City's commitment to enhancing

mobility and helps reduce barriers to connectivity that result from wide, busy streets.

Maintenance

Proper and well-planned maintenance of citywide transportation systems is fundamental to all ways of travel discussed in this Element. Maintenance, which includes adapting rights-of-way into more complete streets, is in many cases as important as expanding facilities. And even though other agencies and employers provide the community's various transit services, the City has an important role to play in coordinating improvements to address local conditions. The City will continue to be strategic in securing funding to maintain and improve Mountain View's high-quality transportation facilities and services.

Street Types

The General Plan's system of street types will inform future roadway improvements and performance measurement for new and reconfigured streets to carry out mobility priorities more effectively and to balance the needs of all travel modes. Definitions of street types consider surrounding land uses and designate priority levels for different travel modes within each street type (Table 4.2 and Figure 4.4).

Using Street Types

The mode priorities shown in the adjacent table support the General Plan's focus on improving the city's multi-modal transportation system. The priorities characterize the City's street types and guide efforts to ensure limited street areas consider all travel modes. City streets should reflect the character of an area and be designed collaboratively with all stakeholders. However, the highest priority travel mode or modes should typically receive the greatest emphasis within each street type.

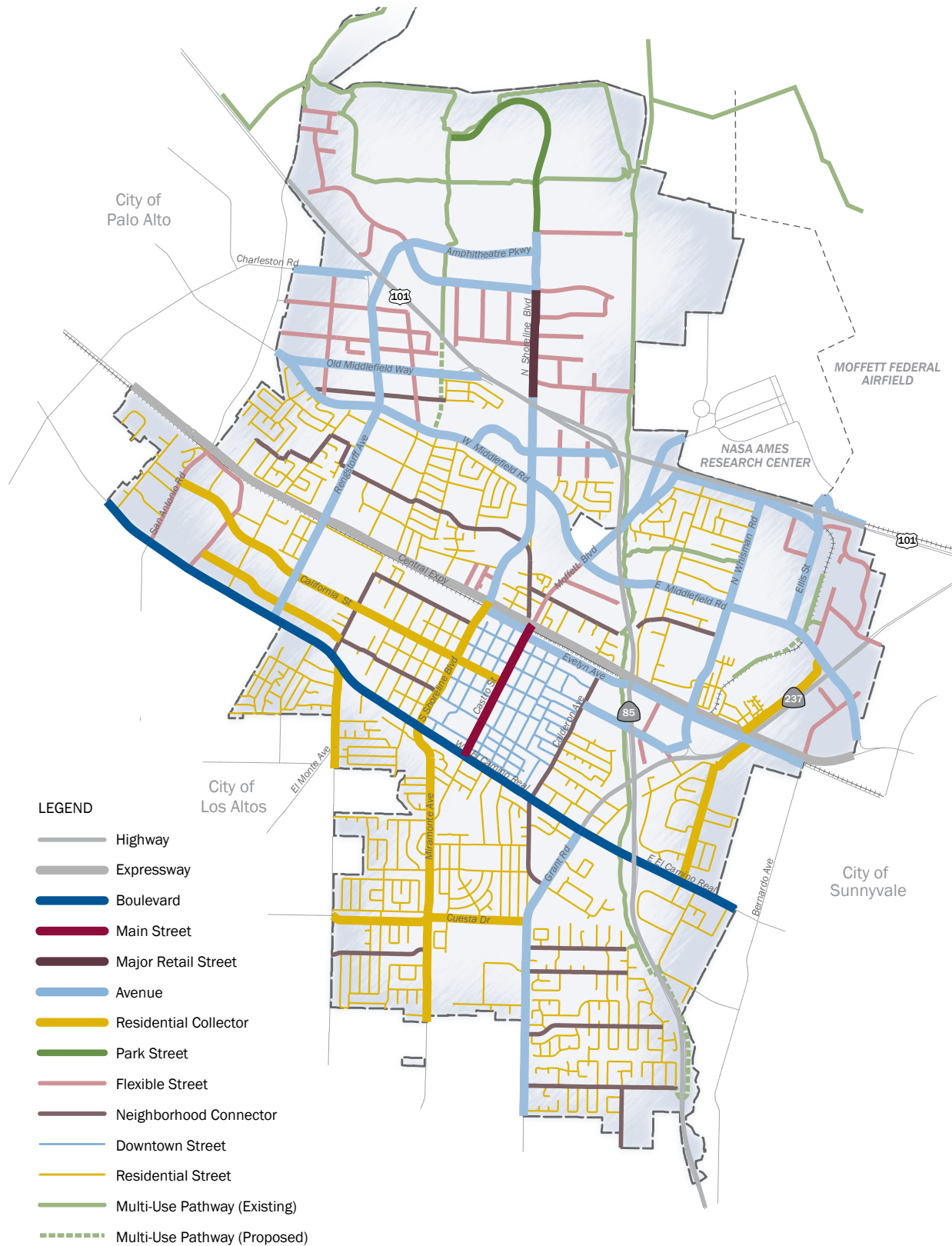
- = High priority
- ◐ = Medium priority
- = Low priority

Table 4.2 Street Typology and Mode Priority Guidelines

Street Type and Mode Priority	Guidelines
Highway Vehicle: ● Other modes: N/A	Limited access, major regional freeways that are part of the state and regional network of highways and subject to state design standards.
Expressway Vehicle: ● Other modes: ○	Limited access, major regional roadways that are part of the countywide network of expressways and subject to county design standards.
Boulevard Major arterial with high frequency of transit service and mixed commercial and retail frontages Bicycle: ◐ to ○ Transit: ● Pedestrian: ● Vehicle: ●	Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes walking and transit and accommodates regional vehicle trips in order to discourage such trips on nearby local roadways, through collaborations with other cities and agencies. In areas of significant travel mode conflict, bicycle improvements may have lower priority, particularly where parallel corridors exist.
Avenue Tree-lined arterials and collectors with mixed residential and commercial frontages Bicycle: ● to ◐ Transit: ◐ to ○ Pedestrian: ◐ Vehicle: ◐	Distributes trips to residential and commercial areas. Provides a balanced level of service for vehicles, transit, bicycles and pedestrians wherever possible. Bicycle priority is greater along identified bicycle corridors. Pedestrian improvements are comfortable to walk along, and provide safe crossings at designated locations.
Main Street (Castro) High intensity, pedestrian-oriented retail street Bicycle: ◐ to ○ Transit: ◐ Pedestrian: ● Vehicle: ◐	Provides access to all travel modes in support of Downtown and includes on-street parking. Service to pedestrian-oriented retail is of prime importance. Vehicle performance indicators may be lowered to improve the pedestrian experience. Bicycle priority may be lower where parallel bicycle corridors exist.
Major Retail Street (N. Bayshore) Pedestrian-oriented retail street that is also a major arterial Bicycle: ● Transit: ● Pedestrian: ● Vehicle: ●	Distributes regional trips among avenues and flexible streets, while also providing excellent pedestrian accommodation. Delivering high-quality facilities for all modes is desirable but will be particularly challenging. Improved pedestrian crossings are important, while also maintaining vehicle access along the street.
Downtown Street Mixed-use and pedestrian-oriented neighborhood street Bicycle: ● to ◐ Transit: ◐ to ○ Pedestrian: ● Vehicle: ◐	Balances level of service for all modes, while encouraging low speeds for all. Walkable conditions are important, and low speeds generally encourage high-quality facilities for non-automotive travel modes.

Street Type and Mode Priority	Guidelines
<i>Flexible Street</i> Street in area of potential transition Bicycle: ● to ● Transit: ● to ○ Pedestrian: ● Vehicle: ●	Generally occur on local streets in areas of potential transition that primarily serve local traffic to abutting uses. Travel speeds help balance level of service for autos, bicycles and pedestrians. Improvements will balance travel by all modes and encourage improved accessibility for non-vehicle trips.
<i>Residential Collector</i> Residential street that serves a significant destination Bicycle: ● Transit: ○ Pedestrian: ● Vehicle: ●	Prioritize walking and bicycling. They accommodate intra-city trips while also distributing local traffic to other streets and areas. Accommodating vehicle traffic while ensuring a high quality of life for residents is a key design challenge.
<i>Neighborhood Connector</i> Low-medium volume residential through street Bicycle: ● Transit: ○ Pedestrian: ● Vehicle: ○ to ●	Primarily serve residential neighborhoods. They provide high-quality conditions for walking and bicycling and distribute vehicle, pedestrian and bicycle trips to and from other streets.
<i>Residential Street</i> Low volume residential street, at times a through street Bicycle: ● Transit: ○ Pedestrian: ● Vehicle: ○	Provide access primarily to abutting uses. Include design elements to encourage vehicles to travel slowly enough to stop for people in the street, and for bicyclists to comfortably travel along roadways.
<i>Park Street</i> Street dominated by its park character Bicycle: ● Transit: ○ Pedestrian: ● Vehicle: ○	Include landscaped medians, trees along curbs and bicycle lanes to contribute to park character. Bicycle and pedestrian trips are highly encouraged and balanced with vehicle level of service.
<i>Multi-Use Pathway</i> Pedestrian and bicycle pathway Bicycle: ● Transit: N/A Pedestrian: ● Vehicle: N/A	Provide priority access to pedestrians and bicycles only, per Caltrans pathway minimum standards. Multi-use pathways feature high-quality crossings where they traverse major roadways.

Figure 4.4: Street Typology



Looking Forward

Following are some distinct opportunities and challenges the City of Mountain View is likely to face over the life of the General Plan, and key strategies for addressing them. These strategies should be top priorities to advance the Mobility Element goals and policies described in the next section and inform decision making until 2030, the Plan's horizon.

Land use and transportation. A primary goal of the Plan is to carry out integrated land use and transportation policies supporting increased walking, bicycling and transit use. The policies are outlined in this Element and the rest of the Plan. Key strategies include complete street design, providing a mix of land uses and encouraging public and private development that enlivens public rights-of-way.

Enhanced multi-modal transportation system. Continued improvement of a comprehensive, multi-modal transportation system will address a number of community goals. Mobility improvements will target alternative travel modes including shared-use bicycle and pedestrian paths, transit services and corridors, shuttle buses and complete streets designed for all users.

Improved citywide linkages. Targeted strategies to reduce barriers and improve connections between key and currently underserved areas include improved shuttle services between major transit and employment centers such as Downtown and North Bayshore.

Citywide walkability and bikeability. The City will continue to encourage walking and bicycling through land use strate-

gies, network improvements including safe and comfortable connections between neighborhoods and to key destinations and network maintenance and expansion.

Support for transit. Long-standing local and regional transit support will be strengthened by collaborating with transit agencies, integrating transit stations with urban design and streetscape improvements and encouraging appropriate land uses and intensities near transit to support increased ridership.

Efficient transportation facilities. The City strives for efficient use of the existing transportation system through Transportation Demand Management strategies, innovative parking strategies, improved signal timing and targeted improvements to roadways at localized areas of congestion.

Goals and Policies

Mobility (MOB) goals are broad statements describing the City's future direction. Policies provide more specific direction to achieve each goal. Actions for putting these goals and policies into effect are detailed separately in the General Plan's Action Plan.

Complete Streets

Complete streets policies encourage efficient and attractive streets that consider the needs of diverse members of the community, balance the different modes of transportation, promote physical activity and support environmental sustainability.

Goal MOB-1: *Streets that safely accommodate all transportation modes and persons of all abilities.*

Policies

MOB 1.1: Multi-modal planning. Adopt and maintain master plans and street design standards to optimize mobility for all transportation modes.

MOB 1.2: Accommodating all modes. Plan, design and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists and persons of all abilities.

MOB 1.3: Pedestrian and bicycle placemaking. Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features and foster a greater sense of community.

MOB 1.4: Street design. Ensure street design standards allow a variety of public and private roadway widths.

MOB-1.5: Public accessibility. Ensure all new streets are publicly accessible.

MOB 1.6: Traffic calming. Provide traffic calming, especially in neighborhoods and around schools, parks and gathering places.

Accessibility

Accessibility policies help all residents and visitors access public space and community life, particularly the elderly and those with disabilities.

Goal MOB-2: *Transportation networks, facilities and services accessible to all people.*

Policies

MOB 2.1: Broad accessibility. Improve universal access within private developments and public and transit facilities, programs and services.

Walkability

Walkability policies encourage a livable, healthy, sustainable and connected city with a safe and comfortable pedestrian network among its various neighborhoods, parks, trails, employment centers, community facilities, village centers and commercial areas.

Goal MOB-3: *A safe and comfortable pedestrian network for people of all ages and abilities at all times.*

Policies

MOB 3.1: Pedestrian network. Provide a safe and comfortable pedestrian network.

MOB 3.2: Pedestrian connections. Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers and other destinations throughout the city.

MOB 3.3: Pedestrian and bicycle crossings. Enhance pedestrian and bicycle crossings at key locations across physical barriers.

MOB 3.4: Avoiding street widening. Preserve and enhance citywide pedestrian connectivity by limiting street widening as a means of improving traffic flow.

MOB 3.5: Walking and bicycling outreach. Actively engage the community in promoting walking and bicycling through education, encouragement and outreach on improvement projects and programs.

Bikeability

Bikeability policies encourage a livable, healthy, sustainable and connected city with adequate bicycle parking and a safe and comfortable network to enhance bicycling as a convenient form of transportation for commute and leisure trips.

Goal MOB-4: *A comprehensive and well-used bicycle network that comfortably accommodates bicyclists of all ages and skill levels.*

Policies

MOB 4.1: Bicycle network. Improve facilities and eliminate gaps along the bicycle network to connect destinations across the city.

MOB 4.2: Planning for bicycles. Use planning processes to identify or carry out improved bicycle connections and bicycle parking.

MOB 4.3: Public bicycle parking. Increase the amount of well-maintained, publicly accessible bicycle parking and storage throughout the city.

MOB 4.4: Bicycle parking standards. Maintain bicycle parking standards and guidelines for bicycle parking and storage in convenient places in private development to enhance the bicycle network.

MOB 4.5: Promoting safety. Educate bicyclists and motorists on bicycle safety.

Transit

Transit policies encourage planning and coordination of transit services to accommodate diverse community needs for safe, comfortable and efficient local and regional transit connections.

Goal MOB-5: Local and regional transit that is efficient, frequent, convenient and safe.

Policies

MOB 5.1: Transit agencies. Coordinate with local and regional transit agencies including Metropolitan Transportation Commission, VTA, JPB (Caltrain), SamTrans and the California High-Speed Rail Authority to improve transportation service, infrastructure and access in the city.

MOB 5.2: California High-Speed Rail. Actively participate with the California High-Speed Rail Authority in planning any future high-speed rail service to address urban design, traffic, noise and compatibility issues.

MOB 5.3: Local transportation services. Create or partner with transit providers, employers, educational institutions, major commercial entities and event organizers to improve local transportation services.

MOB 5.4: Connecting key areas. Identify and implement new or enhanced transit services to connect Downtown, El Camino Real, San Antonio, North Bayshore, East Whisman and NASA Ames Research Park.

MOB 5.5: Access to transit services. Support right-of-way design and amenities consistent with local transit goals to make it easier to get to transit services and improve transit as a viable alternative to driving.

MOB 5.6: Emerging technologies. Explore emerging transit technologies such as Personal Rapid Transit and their citywide applicability.

Safe Routes to Schools

Safe routes to schools policies protect the safety of schoolchildren and other vulnerable populations. They promote health, environmental sustainability and social interaction. They leverage local, regional and national Safe Routes to Schools Program resources to support increased walking and bicycling to schools.

Goal MOB-6: Safe and convenient pedestrian and bicycling access to schools for all children.

Policies

MOB 6.1: Safe routes to schools. Promote Safe Routes to Schools programs for all schools serving the city.

MOB 6.2: Prioritizing projects. Ensure that bicycle and pedestrian safety improvements include projects to enhance safe accessibility to schools.

MOB 6.3: Connections to trails. Connect schools to the citywide trail systems.

MOB 6.4: Education. Support education programs that promote safe walking and bicycling to schools.

Vehicle Parking

Vehicle parking policies encourage efficient and adequate parking, avoid negative effects on the pedestrian environment or surrounding neighborhoods and support the City's goals for complete streets, walkability, bikeability and effective transit.

Goal MOB-7: Innovative strategies to provide efficient and adequate vehicle parking.

Policies

MOB 7.1: Parking codes. Maintain efficient parking standards that consider reduced demand due to development conditions such as transit accessibility.

MOB 7.2: Off-street parking. Ensure new off-street parking is properly designed and efficiently used.

MOB 7.3: Public parking management. Manage parking so that adequate parking is available for surrounding uses.

Performance Measurement

Performance measurement policies enable effective, informed transportation planning by using a more balanced system of indicators, data and monitoring to evaluate the city's multi-modal transportation system and optimize travel by all transportation modes.

Goal MOB-8: Transportation performance measures that help implement larger City goals.

Policies

MOB 8.1: Multi-modal performance measures. Develop performance measures and indicators for all modes of transportation, including performance targets that vary by street type and location.

MOB 8.2: Level of service. Ensure performance measurement criteria optimize travel by each mode.

MOB 8.3: Multi-modal transportation monitoring. Monitor the effectiveness of policies to reduce vehicle miles traveled (VMT) per service population by establishing transportation mode share targets and periodically comparing travel survey data to established targets.

Greenhouse Gas Emissions and Air Quality

Greenhouse gas emissions and air quality policies in this Element work in tandem with the accompanying Greenhouse Gas Reduction Program as well as other General Plan policies to reduce municipal and community-wide greenhouse gas emissions and improve air quality throughout the city.

Goal MOB-9: Achievement of state and regional air quality and greenhouse gas emission reduction targets.

Policies

MOB 9.1: Greenhouse gas emissions. Develop cost-effective strategies for reducing greenhouse gas emissions in coordination with the Greenhouse Gas Reduction Program.

MOB 9.2: Reduced vehicle miles traveled. Support development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita vehicle miles traveled.

MOB 9.3: Low-emission vehicles. Promote use of fuel-efficient, alternative fuel and low-emission vehicles.

Vehicles and Roadway System Efficiency

Vehicles and roadway system efficiency policies make effective use of roadway capacity and decrease travel demand and automobile traffic by encouraging strategic roadway improvements and complementary policies promoting transit, walking, bicycling and complete streets.

Goal MOB-10: The most effective use of the city's transportation networks and services.

Policies

MOB 10.1: Efficient automobile infrastructure. Strive to maximize the efficiency of existing automobile infrastructure and manage major streets to discourage cut-through traffic on neighborhood streets.

MOB 10.2: Reduced travel demand. Promote effective TDM programs for existing and new development.

MOB 10.3: Avoidance of street widening. Limit widening of streets as a means of improving traffic and focus instead on operational improvements to preserve community character.

MOB 10.4: Emergency response. Monitor emergency response times and review emergency response time standards.

Maintenance

Maintenance policies promote safe, attractive and well-maintained facilities for walking, bicycling, transit and automobiles.

Goal MOB-11: *Well-maintained transportation infrastructure.*

Policies

MOB 11.1: Funding. Ensure sustainable funding levels for maintaining all city transportation infrastructure.

MOB 11.2: Prioritized existing facilities. Prioritize maintenance and enhancement of existing facilities over expansion.

MOB 11.3: Facility types. Maintain and enhance walking, bicycling and transit-related facilities to address community needs.

MOB 11.4: Life-cycle costs. Examine life-cycle costs when comparing project alternatives in order to make the best use of limited City resources.

